

NAUTICAL COMPENDIUM

A Dungeons & Dragons 4th Edition Supplement



A Detailed Guide of Boats and Ships for Use with the Dungeons & Dragons 4th Edition Role Playing Game Produced by Wizards of the Coast.

By Christopher King
for
Implement Games, Inc.

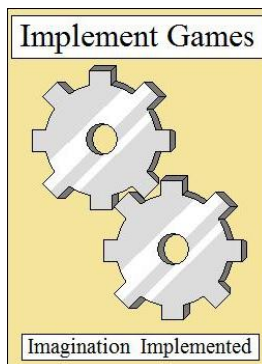


Nautical Compendium

by

Chris King

©2009 Implement Games, Inc.



Produced for use with the Dungeons & Dragons 4th Edition role playing game distributed by Wizards of the Coast, Inc.

DUNGEONS & DRAGONS, the DUNGEONS & DRAGONS Compatibility Logo, D&D, PLAYER'S HANDBOOK, DUNGEON MASTER'S GUIDE, and MONSTER MANUAL are trademarks of Wizards of the Coast, Inc. in the USA and other countries and are used with permission. Certain materials, including 4E References in this publication, D&D core rules mechanics, and all D&D characters and their distinctive likenesses, are property of Wizards of the Coast, Inc., and are used with permission under the Dungeons & Dragons 4th Edition Game System License. All 4E References are listed in the 4E System Reference Document, available at www.wizards.com/d20.

DUNGEONS & DRAGONS 4th Edition PLAYER'S HANDBOOK, written by Rob Heinsoo, Andy Collins, and James Wyatt; DUNGEON MASTER'S GUIDE, written by James Wyatt; and MONSTER MANUAL, written by Mike Mearls, Stephen Schubert and James Wyatt

© 2008 Wizards of the Coast, Inc. All rights reserved.



TABLE OF CONTENTS

Types of Ships.....	4
Coaster Descriptions.....	5
Inlander Descriptions.....	6
Seafarer Descriptions.....	7
Glossary of Nautical Terms.....	8
Ship Characteristics.....	9
Weaponry.....	13
Nautical Dangers.....	16
Nautical Combat.....	17
Underwater Exploration.....	19
Underwater Combat.....	22
Underwater Encounters.....	23

TYPES OF SHIPS

Back in 1997, a book named *Of Ships and the Sea* was published by TSR for the 2nd Edition Advanced Dungeons and Dragons game. In that book the designers broke down the various ships they were to present into three categories: coasters, inlanders, and seafarers. This book will present ships using the same breakdown for ease of use. Also, *Of Ships and the Sea* presented only ships popularly used from early antiquity until the late medieval period. This book will also follow that same format.

COASTERS

Coasters is a designation this book will use to describe various ships with limited cargo room, and a distinct lack of crew quarters that would make long voyages highly unlikely.

Because of this, most coasters must remain within eye-sight of land, or in the case of auxiliary boats such as skiffs, they must remain within eye-sight of their mother ship.

Coasters also usually cannot withstand the power of the open sea for long periods and, as such, function primarily in large inland lakes, rivers, and coastal areas close to land or other resources and safety.

INLANDERS

Similar to coasters, most inlanders are made for inland use, such as in large lakes and rivers. Normally used for cargo transport, inlanders have the capacity to be put out to open sea, but their primary purpose is short-range transportation.

Most inlanders also lack the capability of defending itself in case of attack like the better suited seafarers can.

Skilled sailors have, however, sailed inland ships far out into the open ocean with success,

but these occurrences are rare and best left as a last-resort option to extremely talented mariners with a hardy and knowledgeable crew.

SEAFARERS

Seafarers represent those ships that make their voyages on the high seas. These ships can last weeks, and even months, on the open ocean without the need to return to land.

From huge longships to the classic pirate-ship, seafarers are the very pinnacle of nautical invention. It is from seafarers that stories of far-off lands, mermaids, and sea monsters originate.

TIPS FOR THE DUNGEON MASTER

Ships are primarily built based on one of two choices: speed or stability. A ship designed with maximum speed in mind will generally not be as durable or stable on the open water as a ship that was designed with stability in mind.

Generally speaking, the thinner and longer a ship is, the faster it can travel. On the reverse side, the shorter and wider a ship is, the more stable it is on the open water. When designing new ships, or converting historical ships for use in play, the above things should be kept in mind.

A DM should also carefully consider where he places the presented ships in his campaign. A 90-foot long Sohar ship is going to completely non-functional in a river, while a keelboat is generally not going to last 5 minutes on the open sea. This is the primary reason this book breaks down the various ships into the three categories spoken of earlier.

DMs should remember the crew size, cargo capacity, and overall design of a ship before randomly placing it into his campaign.

COASTER DESCRIPTIONS

Canoe

One of the oldest forms of watercraft, canoes are traditionally little more than hollowed out logs that have been softened in very hot water to allow the designer to shape it to his desired idea of how it should look.

Canoes can range in length from as short as 6 feet to as long as 60 feet, but the average canoe is approximately ten feet in length from bow to stern. Canoes of this general size can carry 2 medium-sized passengers and 500 pounds of cargo. For every 5 feet in length added on to the traditional size, the canoe can support one additional medium-sized passenger and 50 more pounds of cargo.

For example, a twenty foot canoe can support 4 medium-sized passengers and 600 pounds of supplies and cargo.

Cargo Ship

Also referred to as roundships, cargo ships generally stay very close to shore as they make their travels to deliver goods and supplies. A typical cargo ship is 60 feet long and 25 feet wide, with the capacity to carry 20 medium-sized crewmen and 100 tons of cargo.

Cargo ships also have what is called a sterncastle, which is an enclosed area of the ship that the crew can take shelter in during bouts of bad weather.

Most cargo ships have two masts with triangular sails and rely on wind-power as opposed to oars for its main mode of locomotion.

Cargo ships are not very fast, but are the main means of transporting goods for the vast majority of coastal areas due to their large cargo capacity.

Curragh

Ancient in its origins, the curragh is typically little more than stitched together animal hides that cover a thin wood or wicker frame. Generally, there is a single mast with a square sail, but the curragh relies on oars just as much, if not more so, than wind.

A typical curragh is about 20 feet in length, and has the capacity to carry 8 crew members and 5 tons of cargo. This ship is not particularly sturdy, so most remain well within sight of land while travelling.

Drakkar

Also called the dragonship or longship, the drakkar is primarily used as a war ship and means of mass troop transport. A typical drakkar is about 100 feet in length, and can carry a crew of 80 with room for 160 additional warriors and whatever immediate supplies are needed for the fighters.

Drakkars have a single mast with a large, square sail, but the majority of the ship's power derives from oars...one for each of the 80 crewmen.

Dromond

Dromonds are similar to drakkars in that they are very long (usually 170 feet) and slender. Typical dromonds have two large masts with triangular sails, but their real power comes from the 50 oars used to paddle the ship.

Dromonds can haul 100 tons of cargo and supports a crew of 200 medium-sized men. During times of conflict, an additional 100 men can travel on the ship. Some dromonds have one or two sterncastles for the crew to get into during times of inclement weather.

Due to their thin design, dromonds capsize fairly easily, so most stick to within eye-sight of shore and dock for the night.

Great Galley

Typically seen as the natural evolution of the dromond, galleys are usually 130 feet long and 20 feet wide. Like the dromond, two rows of oars (usually 140) propel the ship, but a series of three large masts with square sails adds a great degree of speed and maneuverability.

Most galleys support a crew of 150 and can hold approximately 150 tons of cargo. During times of war, an additional 150 crewmembers can be fitted into the ship. An interesting addition to great galleys is a large ram affixed to the ship that makes it as deadly as the crew it carries.

Knarr

The knarr is a smaller ship that is typically 75 feet long and 20 feet wide. The knarr is manned by a crew of 12 men, all of which have an oar that helps propel the ship in addition to a single mast and square sail.

The knarr has a cargo capacity of 50 tons. What makes the knarr unique is its flat bottom. This allows the ship to maneuver on rivers just as smoothly as on the open water. A knarr can also be taken out to open sea, but it is usually rare and done only in emergency circumstances.

Skiff

Skiffs are usually used as support boats for larger ships and for work around ports. Typical skiffs average 15 feet long and 10 feet wide. They have a carrying capacity of 600 pounds of cargo, as well as up to 6 crew members.

Skiffs are capable of short open-sea voyages, but their tendency to capsize and lack of shelter for crew members makes it a very rare occurrence to see one alone on open water.

Trireme

The trireme is a galley that measure about 130 feet long and has three banks of oars. A single, large mast and sail aid in propulsion of the large ship.

Made primarily for war, a trireme has a detachable ram and two stern rudders. It has a typical crew of 170 men, but can easily hold an additional 30.

Due to its intended purpose, a trireme has little space for cargo, a thin frame, is prone to capsizing in bad weather, and as such does not usually venture far from shore and tends to dock or beach itself at night.

INLANDER DESCRIPTIONS

Barge

Barges are cargo-hauling ships that range in size from 10 to 50 feet in length and are generally box-shaped, not exceeding 20 feet in width. The amount of cargo a barge can hold is equal to 4 tons per 10 feet of length. The crew needed to man a barge is minimal; usually just enough to tie down the cargo, help paddle or pole, and help remove the cargo when it reaches its destination.

Barges are typically not very seaworthy, and as such are predominantly used in rivers, calm waters, and harbors for transporting cargo from ship to shore and from ship to ship via oars or by poling the vessel along the waterway.

Keelboat

A keelboat is a small, river-faring vessel created to move people and limited cargo down rivers and other small waterways.

A typical keelboat is 20 feet long, 8 feet wide, and only requires one crewman. It can carry typically up to six medium-sized passengers and their equipment.

Raft

Rafts are very simple vessels usually made by tying logs together. Rafts can range anywhere from 8 feet long to 40 feet long, and are typically used on calm waters to transport people from place to place as well as having the capacity to hold cargo. The amount of cargo a raft can carry is equal to 3 tons for every ten feet of length. A raft typically can carry 1 crewman and 1 passenger per five feet of length. For example, a thirty foot long raft can carry one crewman, 6 passengers, and 9 tons of cargo and supplies.

SEAFARER DESCRIPTIONS

Caravel

The caravel is the pinnacle of naval aviation technology in most fantasy-based role playing games. Most caravels have two or three masts, are 70 feet long and 20 feet wide. Caravels have the capacity to support a crew of 40 men and hold up to 200 tons of cargo. Many have multiple castles for shelter of the cargo and crew members.

Typically seen as the safest and most reliable ships of the sea, caravels have been represented historically as naval war vessels, pirate ships, and exploration ships.

Cog

The cog is simply the natural evolution of the cargo ship to allow it to journey extended distances on the open sea. Typical cogs are 80 feet long and twenty feet wide, with multiple castles to shelter crew members and cargo.

Cogs can support a crew of 20, and has room for up to 150 tons of cargo. Cogs are seen as some

of the most stable and secure ships that can be found in most fantasy settings.

Longship

Most longships are 70 feet long and 20 feet wide. Twenty to twenty-five oars line each side of the ship, and are manned by the 50 crew members. Most longships have a single, large mast and square sail to add further speed.

Being more of a warrior transport than a cargo transport, a longship has the capacity to carry 150 men, but only support about 50 tons of cargo. Being similar to the drakkar, but built with more stability in mind, longships are quite seaworthy and can make cross-oceanic trips with little to no trouble.

Outrigger

Outriggers, simply put, are little more than large canoes with smaller floats attached their sides. These ships average 30 feet in length and 16 feet in width, not counting the attached floats.

Most outriggers have a single mast with a square sail and have the capacity to carry a crew of 6 people and an additional 500 pounds of cargo. In poor weather, the sail can be lowered, and the crew can paddle the craft.

While not as common on the open sea as some other ships, outriggers are easy to build as well as inexpensive, and are more than capable of making transoceanic journeys.

Sohar

This merchant ship averages 90 feet in length, 20 feet in width, and has three masts. Sohars also have a small sterncastle, and quarters for a crew of 20 people.

A sohar has the capacity to carry up to 100 tons of cargo. Due to its stability and carrying capacity, the sohar can be used for merchant trading as well as in war. In typical port towns, sohars are likely to be very common.

GLOSSARY OF NAUTICAL TERMS

The following glossary will help familiarize both players and Dungeon Masters with the various terms specific to nautical use. Many of these terms appear multiple times throughout this book, so a good working knowledge of the terminology is essential for understanding, and to allow a greater depth of immersion and realism to a nautical-based campaign.

Aft: The rear portion of a ship.

Ballast: Weight carried in the bottom of a ship to improve stability on the open water.

Bow: The front of a ship.

Bowsprit: A long pole extending from the bow of a ship usually used to tie off rigging.

Capstan: A mechanical wench used primarily for pulling in an anchor.

Draft: The minimum depth of water needed to float a ship in.

Fathom: A unit of measurement equal to 6 feet. Usually used when referring to depth.

Fleet: Several ships that are working together. Used primarily for war ships or cargo ships.

Fore: The front portion of a ship.

Freeboard: The height of the side of a ship that extends above the surface of the water.

Heel: The action of a ship tilting over to one side.

Hull: The shell and frame of the floatation-part of a ship.

Keel: The center structural basis of the hull of a ship.

Knots: A unit of speed that measures one nautical mile per hour, or 1.852 kilometers per hour.

Lanteen Sail: A triangular-shaped sail that is attached to a yard.

League: A unit of measurement equal three knots, or three nautical miles per hour.

Leeward: Describes the direction that the wind is blowing towards.

Mast: A large, vertical pole that supports the ships sails or rigging.

Masthead: Also called a Crow's Nest, a small platform partway up the mast that is used for a lookout.

Port: Toward the left-hand side of the ship when facing forward.

Rigging: The ropes used to support and move the sails on a ship.

Rudder: The steering mechanism controlled by the captain's wheel that can turn the ship.

Running: Term used for "sailing with the wind".

Skipper: The captain of the ship.

Starboard: Toward the right-hand side of the ship when facing forward.

Stern: The furthest rear part of a ship.

Sweeps: Large oars that typically require two or more men to operate.

Tacking: The action of changing the course of a ship by turning the ship into the wind.

Windward: The direction that the wind is blowing from.

Yard: A horizontal pole attached to the mast by which a sail is hung.

SHIP CHARACTERISTICS

Ship	Speed	Length	Width	Crew	Cargo	Cost	Construction
Barge	6	20 ft.	10 ft.	4	8 tons	500 gp	1 week
Canoe	6	10 ft.	5 ft.	2	500 lbs.	30 gp	3 days
Caravel	12	70 ft.	20 ft.	40	200 tons	30,000 gp	5 months
Cargo Ship	8	70 ft.	25 ft.	30	100 tons	12,000 gp	3 months
Cog	10	90 ft.	20 ft.	20	150 tons	20,000 gp	4 months
Curragh	8	20 ft.	5 ft.	8	5 tons	60 gp	1 week
Drakkar	15	100 ft.	15 ft.	80	n/a	25,000 gp	2 months
Dromond	18	175 ft.	15 ft.	200	100 tons	20,000 gp	4 months
Great Galley	18	130 ft.	20 ft.	150	150 tons	25,000 gp	4 months
Keel Boat	8	20 ft.	5 ft.	1	500 lbs.	250 gp	2 weeks
Knarr	12	75 ft.	15 ft.	12	50 tons	6,000 gp	1 month
Longship	15	75 ft.	15 ft.	50	10 tons	15,000 gp	1 month
Outrigger	8	30 ft.	15 ft.	6	500 lbs.	75 gp	1 week
Raft	6	10 ft.	10 ft.	1	3 tons	30 gp	1 week
Skiff	6	15 ft.	5 ft.	4	500 lbs.	100 gp	1 week
Sohar	15	90 ft.	25 ft.	20	100 tons	17,000 gp	4 months
Trireme	8	135 ft.	15 ft.	170	n/a	20,000 gp	4 months

Speed: Shows the number of squares per round that a ship can travel in normal conditions.

Length: Shows the typical length of the ship, not to include any decorations or additions put on for aesthetic purposes.

Width: Shows the typical width of the ship.

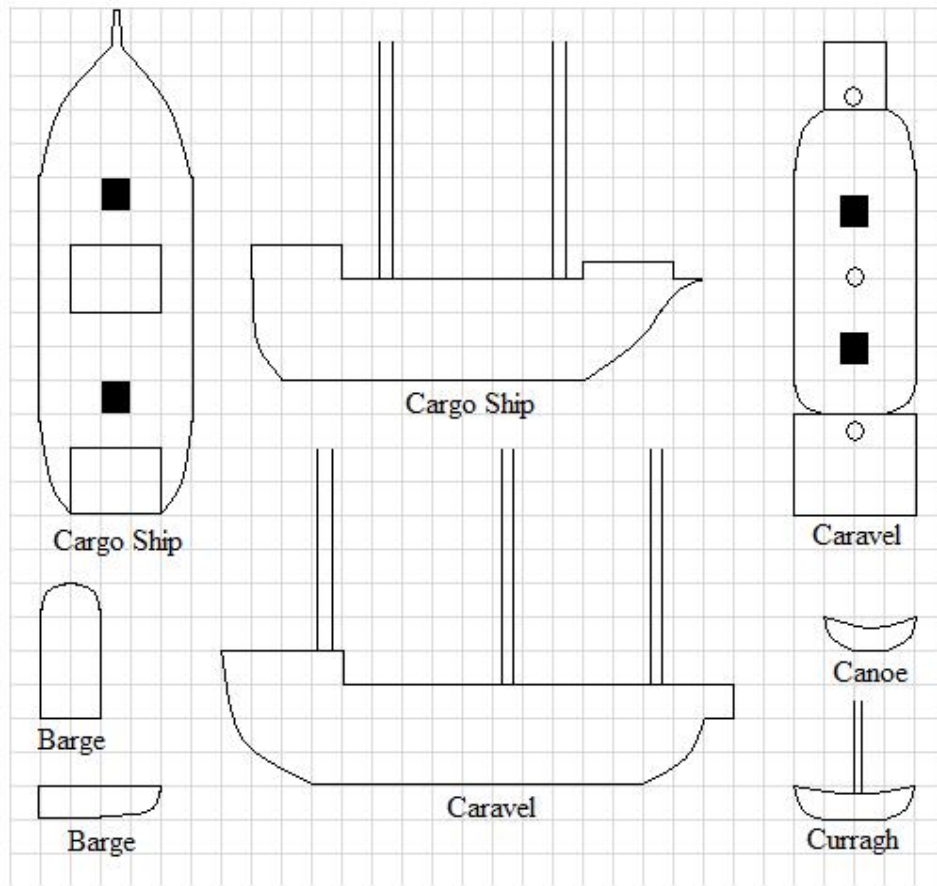
Crew: Shows the usual number of crew members needed for normal ship operations.

Cargo: Shows the typical maximum amount of cargo a ship can carry, in pounds, without being weighted down.

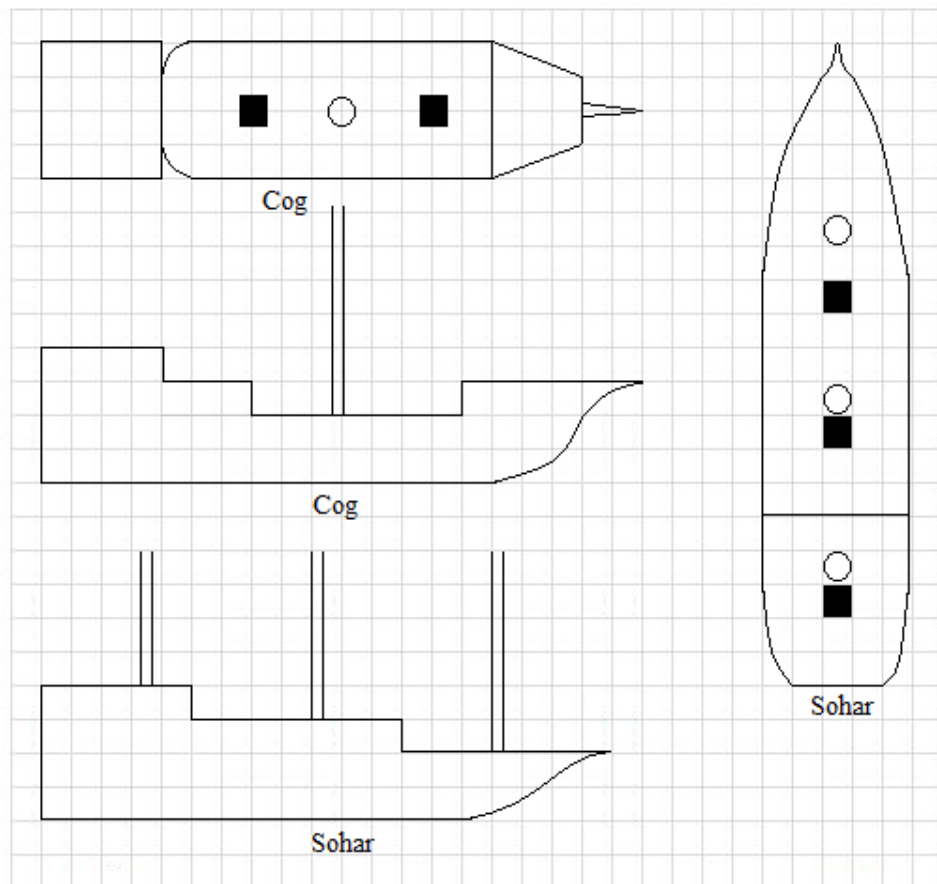
Cost: Shows the usual cost, in gold pieces, to either purchase a ship or to have one built.

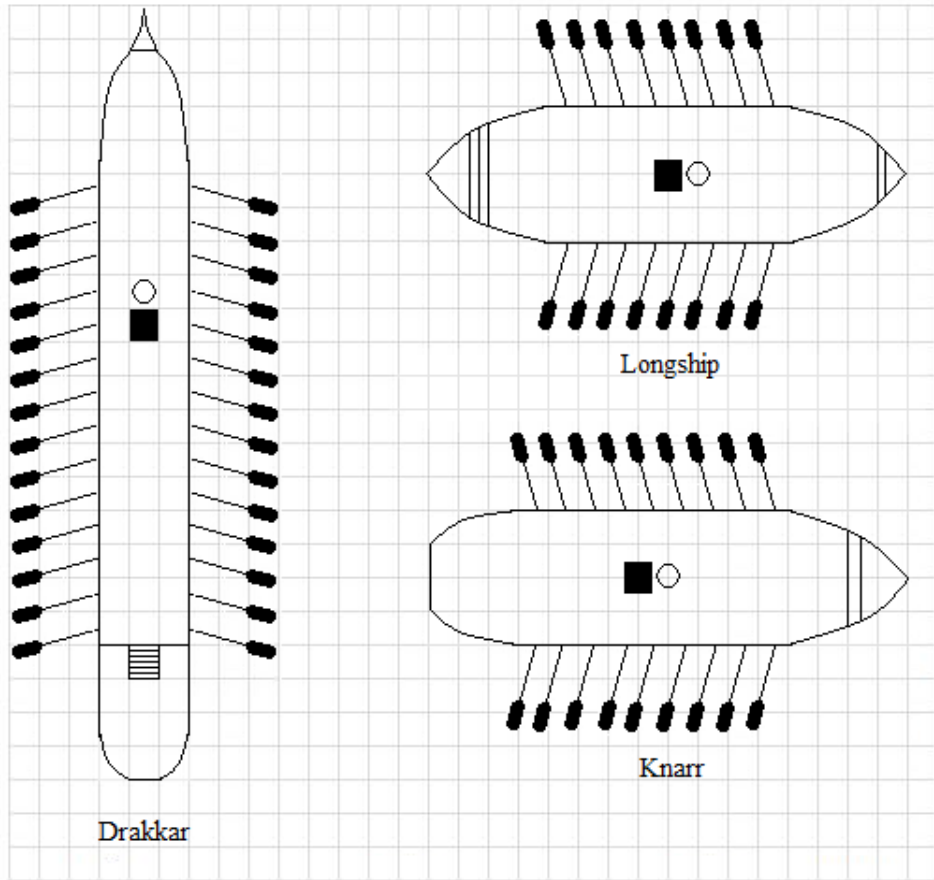
Construction: Shows the typical amount of time it takes to build a ship from beginning to end using a set number of builders and a ready supply of equipment and materials.

A Note on Ship Speed in Game-play: When discussing the speed of a ship, terms such as leagues or knots are used. To turn these measurements into game mechanics, one knot is equal to 6,076 feet, or 1,215 squares, and one league is equal to 18,228 feet, or 3,645 squares (rounding down). Not that it would be desirable to actually draw out a knot or a league, but it is good for the Dungeon Master to know relative speeds when determining the movement of swimming creatures, flying creatures, and other possible encounters while the Player Characters are traveling on ships.

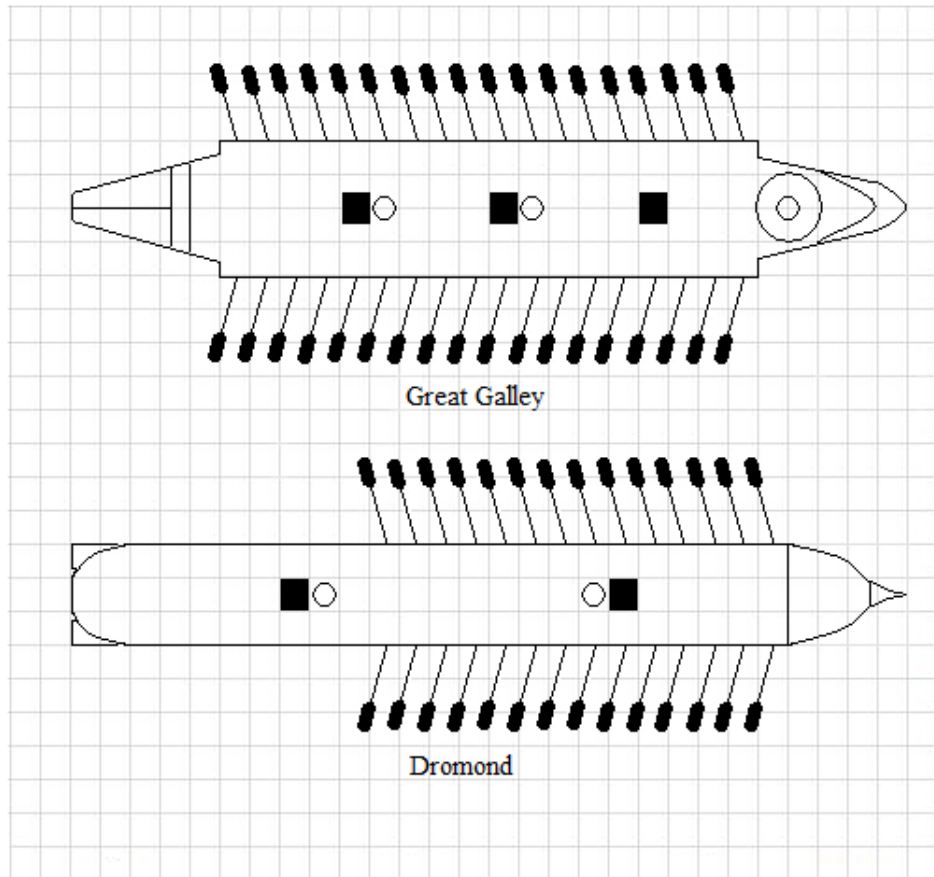


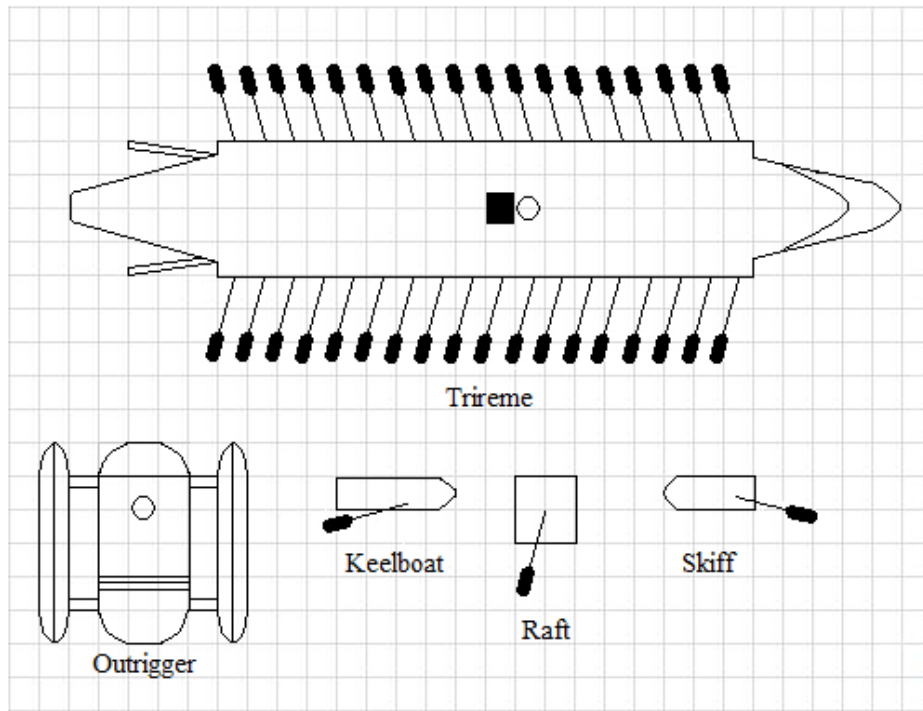
One Square Equals Five Feet





One Square Equals Five Feet





One Square Equals Five Feet



Drakkar



Trireme



Cog



Caravel



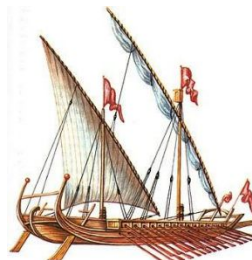
Great Galley



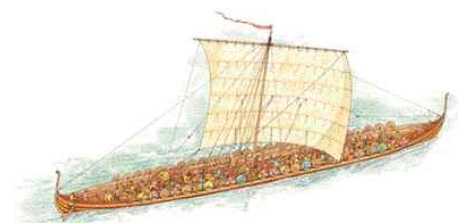
Outrigger



Sohar



Dromond



Longship

Ship	Ship Hit Points	Stability	Weaponry
Barge	500	+1	None
Canoe	200	+0	None
Caravel	3000	+5	Ballista (S,M), Catapult (S,M), Greek Fire
Cargo Ship	3000	+5	Ballista (S), Catapult (S)
Cog	3000	+5	Ballista (S), Catapult (S)
Curragh	200	+1	None
Drakkar	2500	+4	None
Dromond	2500	+4	Ballista (S), Catapult (S)
Great Galley	3500	+6	Ballista (S,M,L), Catapult (S,M,L), Greek Fire
Keel Boat	400	+0	None
Knarr	2000	+3	Ballista (S), Catapult (S)
Longship	2500	+4	None
Outrigger	500	+1	None
Raft	500	+0	None
Skiff	400	+1	None
Sohar	3500	+6	Ballista (S), Catapult (S)
Trireme	2500	+4	Ballista (S,M), Catapult (S,M), Greek Fire

The above chart shows the average hit points, stability, and weapon capabilities of a ship. The Dungeon Master is encouraged to alter these listings as he sees fit to suit his own campaign. The above are just averages for possible encounters of ships with other ships.

Ship Hit Points:

This shows the total number of hit points a ship possesses. At half hit-points (bloodied), a ship will move at only half its normal speed. A ship that is damaged to zero hit points is considered too damaged to move, and begins sinking in open water. A sinking ship will submerge completely in 4d12 rounds. Any cargo or crew on the ship will be pulled down with the ship if it sinks in open water.

Stability:

This shows the overall stability of a ship when confronted with high waves or catastrophic weather. Every hour, the captain of the ship must make a Stability check (1d20 + bonus) using the bonus listed in the above chart or the ship will begin to drift off-course. Every failed check means the ship has drifted 5 degrees off course. Once the ship is in calm waters again, the course can be corrected. If the captain of the ship is trained in Nature, he can also add +5 to the above bonus to keep the ship on course.

For example:

During a summer storm, Captain Dillan Fallworth is attempting to keep his dromond on course. He is trained in Nature, so every hour he must make a Stability check with a +9 bonus (+4 for the ship, and +5 for being trained in Nature), or the dromond will drift off course.

Weaponry:

The weapons shown on the chart are examples of typical nautical weapons that larger ships might possess. Each weapon requires a different number of crew members to operate, and do different amounts of damage on a successful hit. The chart below details more information about nautical weapons, to include the number of crew members needed to operate them, proficiency bonuses, load time, and damage output on a successful hit.

Weapon	Crew	ROF	Prof.	Damage	Range	Weight	Size	Cost
Ballista, Small	1	1	+2	2d10	20/40	200	1x1	400gp
Ballista, Medium	2	2	+2	3d10	40/80	300	1x2	600gp
Ballista, Large	3	2	+2	4d10	60/120	400	1x3	800gp
Catapult, Small	2	1	+2	2d12	20/40	400	2x2	500gp
Catapult, Medium	2	2	+2	3d12	40/80	800	2x3	700gp
Catapult, Large	3	2	+2	4d12	60/120	1200	2x4	1000gp
Greek Fire	2	2	+2	* 2d12	20/40	300	1x2	1000gp

* - Greek Fire damage is 2d12 + Ongoing 10 Fire Damage. This fire damage is unique in that it is ongoing until the fire is properly extinguished via water or magic, or the ship is destroyed and sinks.

Crew:

The number of crewmen needed to operate the weapon. For every one crewman not present for the weapons operation (minimum one), double the ROF of the weapon.

ROF:

Stands for Rate of Fire. This is the number of rounds it takes to load, operate, and fire the weapon.

Prof.:

Stands for Proficiency Bonus. All nautical projectile weapons are to be treated as Military Ranged Weapons for the purposes of character weapon proficiencies.

Damage:

The amount of damage the weapon delivers on a successful hit.

Range:

The weapons normal and long range is shown in the chart. This is to be handled exactly like any other ranged weapon in regards to long-range shots.

Weight:

Shows the weight, in pounds, of the weapon.

Size:

Shows the number of squares the weapon will require on board a ship for proper function.

Cost:

Shows the cost, in gold pieces, to purchase a weapon.

Ballista:

A ballista is a piece of weaponry that looks very similar to a large crossbow, and functions in much the same way. A wench is cranked, which pulls a length of rope that is connected to the tips of a horizontal bow. Once the rope is cranked to tightened capacity, a long arrow (or ballista shaft), or steel ball is loaded onto the vertical base of the ballista. Once the ammunition is in place, the tension is let off of the rope, which propels the arrow or ball at a target. For the small version, one crewman can crank the wench, load the ammunition, and fire the ballista alone. For the medium version, one person cranks the wench and holds the tension of the rope while another crewmember loads the ballista. For the large version, it requires 2 crewmen to crank the wench and hold the tension of the rope while a third person loads the ballista. Ballistas can be mounted on the top deck of a ship, or in specific places with open access to the outside in lower decks.

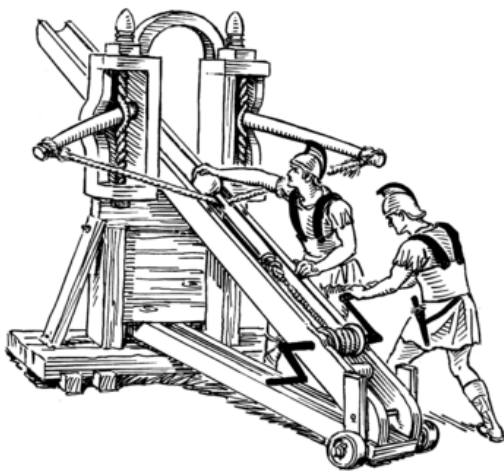
Catapult:

A catapult is usually little more than a mobile platform with a vertical pole attached to it. A large bowl is attached to the end of the pole, as is a length of rope. The rope is pulled in a downward direction via a wench. Once the pole is bowed to where the bowl can be reached, a large metal ball or rock is placed in the bowl, and tension on the rope is released, springing the pole back into a vertical position and propelling the ball or rock outward. For the small version, two crewmen are required for proper operation. While one crewman cranks the wench, pulling the bowl down, another crewman loads the ammunition to be used. The same number of crewmen is needed for the medium-sized version of the

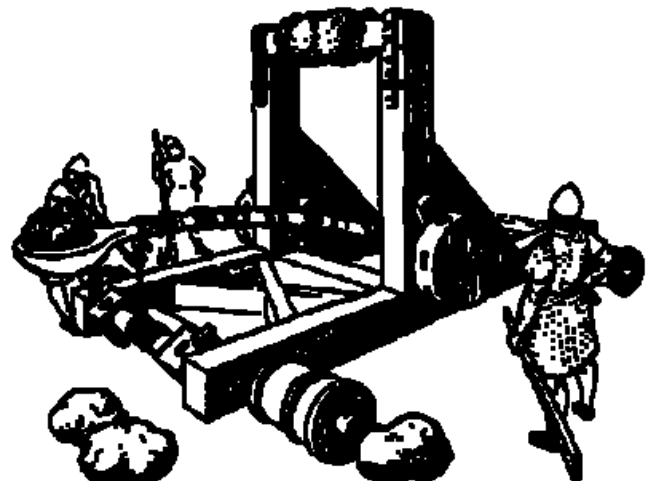
weapon. For the large version of the catapult, two crewmembers are needed to crank the wench and hold tension on the rope while a third crewman loads the ammunition. Even the smallest versions of catapults are large pieces of equipment, and require plenty of vertical and horizontal space to operate. For this reason, catapults are used strictly on the top-deck of a ship to allow for maximum performance.

Greek Fire:

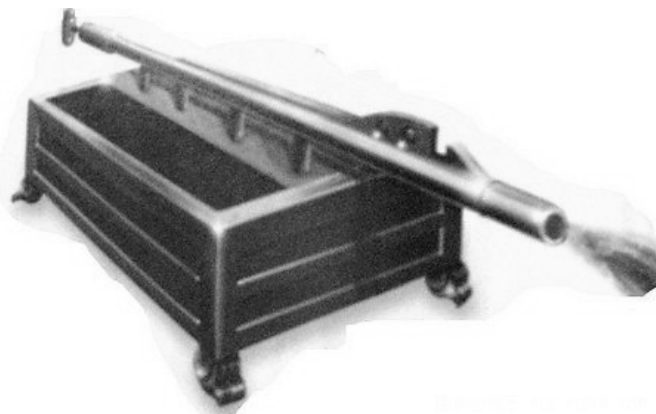
A Greek fire launcher is little more than an elongated metal tube mounted to a mobile base. A clay ball filled with and covered in flammable liquid is placed in the tube and rolled to the sealed rear by tilting the tube upward. A flaming stick is inserted into a small hole in the top of the rear of the tube, which catches the flammable coating of the clay ball on fire and forces the ball out of the tube at high speed. Upon impact, the ball shatters. The flammable liquid released from the ball catches fire instantly. The size of the explosion is a close burst one. All flammable items struck by the fire catch fire immediately and must be extinguished to prevent further spread of the fire. A Greek fire launcher is operated by two crewmembers. One crewman places the ball in the tube, and then tilts it to allow the ball to roll to the rear, while a second crewmember aims and fires the weapon. Greek fire launchers can be placed anywhere on a ship with the proper amount of space and open access to outside, although most ship captains prefer to have them on the top-deck in case of accidents with the flammable clay balls.



Ballista



Catapult



Greek Fire

NAUTICAL DANGERS

Most dangers that are faced in nautical journeys come from nature itself. The following section details some of the more common natural occurrences that are likely to befall a seagoing vessel and the effects those occurrences have.

Choppy Water:

Sometimes the open sea does not offer a peaceful, calm journey. Choppy waters are a common danger to mariners. While in choppy waters, large waves beat against the hull of a ship, causing it to rock from side to side. While this is happening, the captain of a vessel suffers a -1 penalty to all Stability checks as well as having the speed of the ship reduced by 1.

Fog, Normal:

During bouts of normal fog, which is common during the hours of dawn and dusk, visibility from a vessel is reduced to 8 squares. This poses a substantial risk to the vessel, as hazards in open waters cannot be seen often until it is too late to avoid them.

Fog, Severe:

Severe fog, much like normal fog, impedes the vision from a vessel. However, the thickness of severe fog reduces vision to only 3 squares. This makes travel during times of severe fog extremely dangerous. Many ships have been destroyed during bouts of severe fog. Collisions with other ships, running aground, and becoming hopelessly lost are common occurrences during bouts of severe fog.

Storms, Mild:

Mild storms are a frequent event on the open sea. Most of the time they prove to be of little concern, but inexperienced mariners have made very poor decisions during even mild storms that have led to wrecked ships and lost lives. During mild storms, the speed of a ship is reduced by 2, and a penalty of -1 is imposed on Stability checks. Mild storms can last from less than an hour to as long as several days.

Storms, Severe:

Severe storms frequently stir up on the open sea. Like mild storms, severe storms affect a ship's stability and speed. During periods of severe storms, a ship's speed is reduced by 4, and a penalty of -2 is imposed on all Stability checks.

Storms, Catastrophic:

Catastrophic storms are, fortunately, rare on the open sea, but when they do happen, it can be devastating to vessels. Hurricanes, water-spouts, typhoons, and strong tropical storms can quickly endanger any vessel unlucky enough to get caught in the storm's path. During periods of catastrophic storms, a ship's speed is reduced to 1, and all Stability checks are made at a -6 penalty. If a ship is not being steered at all times during a catastrophic storm, the ship will turn in the direction that the storm is moving and will gradually advance in that direction.

Multiple Dangers

In most instances, many nautical dangers occur at the same time. In these instances, the effects of all hazards are imposed at the same time. The following is a list of probable multiple hazards.

Mild Storms:

Mild storms are often accompanied by choppy waters, which can last long after the storm has subsided.

Severe Storms:

Severe storms are often accompanied by and followed by choppy waters, and are often followed by short periods of normal or severe fog.

Catastrophic Storms:

Catastrophic storms are often predicted by choppy waters, which can start days before the actual storm hits. After a catastrophic storm subsides, choppy waters can persist for a few days, as can long bouts of normal or severe fog.

NAUTICAL COMBAT

During the course of nautical adventuring, the eventuality of ship-to-ship combat is almost guaranteed. In the Ship Characteristics chapter of this book, the various weapons a ship can possess were detailed. In this chapter, we go into further detail about ship-on-ship combat.

The Combat Round:

Much like regular combat, nautical combat is broken down into phases. Also similar to regular combat, nautical combat is dealt with in actions.

Initiative:

When the intent of combat has been announced, it is time for the initiative roll. For ease of use, the captain's initiative score is used in nautical combat. Both captains roll initiative, and the combat round proceeds from there.

Move Action:

During the move action of the combat round, a ship can move up to its maximum speed. Unlike normal combat, however, turning a ship also counts toward the maximum number of squares a ship can move in a combat round.

Standard Action:

Firing weapons count as standard attack actions, just like in regular combat.

Minor Actions:

Minor actions are not used in nautical combat.

Substituting Actions:

Much like in normal combat, actions can be substituted in nautical combat. However, the only substitution allowed in nautical combat is: substituting a standard action for another move action. As there are no minor actions in nautical combat, they do not play a part in substituting actions.

Speed:

A ship's speed always begins at 1. Every round thereafter, a ship gains 1 square of speed per round until it reaches maximum speed.

Attacking:

There are two forms of attack allowed in nautical combat: ramming and firing weapons. The following section explains the ins and outs of each kind of attack.

Ramming:

A few ships are outfitted with a ram specifically made for plowing into other ships. The following chart shows how to figure the attack bonus and armor class of the various ships.

Ship	Ram	Att.	AC	HPs
Barge	No	0	12	500
Canoe	No	0	10	200
Caravel	Yes	+10	20	3000
Cargo Ship	No	0	15	3000
Cog	No	0	15	3000
Curragh	No	0	10	200
Drakkar	Yes	+10	20	2500
Dromond	Yes	+10	20	2500
Great Galley	Yes	+13	25	3500
Keel Boat	No	0	10	400
Knarr	No	0	15	2000
Longship	Yes	+10	20	2500
Outrigger	No	0	15	500
Raft	No	0	10	500
Skiff	No	0	10	400
Sohar	No	0	15	3500
Trireme	Yes	+10	20	2500

A successful ram attack on a ship can be devastating. Speed of the ramming ship is crucial to the amount of damage a successful ram attack does. The following list shows the ships that are capable of ramming, the speed at which they are moving, and the amount of damage done on a successful ram attack.

Ship	Speed	Damage
Caravel	1/6/12	100/500/1000
Drakkar	1/7/15	150/600/1200
Dromond	1/9/18	200/800/1600
Great Galley	1/9/18	200/800/1600
Longship	1/7/15	150/600/1200
Trireme	1/4/8	100/500/1000

Speed:

Shows the speed of the ship at 1 square, half maximum speed, and full speed.

Damage:

Shows the damage done by a ram attack from a ship at a speed of 1, half maximum speed, and full speed.

After a Ram Attack:

After a ram attack, the ship that attempted the ram is at a stop, and must maneuver itself backwards to attempt another ram attack. This applies whether the ram attack delivered any damage to the target ship or not.

Firing Weapons:

When a weapon such as a ballista, catapult, or Greek fire is fired at a ship, a hit location must be determined. Consult the following chart to determine where a target ship is hit by a fired nautical weapon.

NOTE: The Hit Location chart is an optional mechanic that DMs can utilize if they wish. If they do not wish to utilize the chart, the DM is responsible for determining where every fired shot hits on the target ship.

Roll (1d20)	Hit Location
1-4	Aft Hull
5-8	Fore Hull
9-12	Mast
13-16	Sail
17-20	Top Deck

Called Shots:

It is possible for the character firing a weapon at a ship to target specific areas of the ship. To do this, the DM imposes a -5 penalty to the attack roll for the called shot. If the roll is successful, the shot hits where the shooter intended.

Critical Hits and Misses:

An attack roll of a natural 20 always hits, regardless of attack bonus or armor class of the target. A critical hit always does the maximum amount of damage possible.

On the reverse side, a natural attack roll of 1 always misses, regardless of attack bonus or armor class. There are no further penalties incurred from a roll of a natural 1.

A Note on Hit Locations:

It is up to the DM if hit locations are to be used in nautical combat. If they are used, it should be pointed out that if a ship that relies on sails has its sails destroyed, the ship must be propelled in another manner, or it is stranded. Likewise, if a ship that relies on sails has its masts destroyed, the sails are rendered useless, and the ship must be propelled in another manner.

Overtaking and Boarding a Ship:

In the course of nautical adventuring, the characters might attempt to overtake and board another ship. This is a fairly easy action to undertake, as detailed below.

Overtaking:

In simple terms, overtaking a ship is nothing more than pulling alongside another ship and maintaining an equal speed with the other ship.

Ship speed is the key to overtaking actions. The ship attempting the overtake action must have enough speed to catch up to and maintain equal speed with another ship while alongside it. Once this has been done, the target ship is said to be overtaken.

Boarding:

In order to board a ship from another ship while in open water, the two ships must be alongside each other. Typically, this requires the pursuing ship to overtake the target ship.

Once a successful overtake action has been performed, and the two ships are alongside each other the pursuing crew may attempt to board the target ship.

UNDERWATER EXPLORATION

During the course of a campaign, the characters might need to travel below the depths of the water. This can be very challenging on a group as there are many inherent dangers and obstacles to underwater travel. This chapter will present various underwater hazards, and some of the means characters might employ to circumvent them.

Breathing:

Breathing underwater is one of the most obvious and constant obstacles characters must overcome in order to adventure while submerged. There are a few magical items that have been created that will allow characters to breathe while underwater. Some of them are:

Boots of Swimming (Adventurer's Vault)
Cap of Water Breathing (Adventurer's Vault)
Coral Armor (Adventurer's Vault)
Ring of Aquatic Ability (Adventurer's Vault)

There is also the *Water Breathing* ritual, which can be found in the Player's Handbook.

Some items affect a mount as well as the rider, such as the *Saddle of the Shark*, which can be found in the Adventurer's Vault.

Another item is the *Pearl Sea Horse*, found in the Adventurer's Vault. This item is a small figurine that can transform into a large seahorse that can be used as a mount. While mounted, the rider can breathe underwater normally.

If a character does not have access to any means of magical underwater breathing, there are a scarce few manufactured items that can assist. The *Apparatus of Kwalish* is a submersible vehicle that can be found in the Adventurer's Vault. It can move about underwater, and has enough air to support 1 or 2 passengers for a limited length of time. New to this book are a few Wizard utility spells that will imbue the target with the ability to breathe underwater for a limited time.

Breath of the Dolphin Wizard Utility 2

You enable your allies and yourself to breathe underwater.

Daily ♦ Arcane

Minor Action **Close** burst 5

Targets: You and each ally in burst

Effect: The targets gain the ability to breathe underwater normally for 1 hour.

Breath of the Shark Wizard Utility 10

You enable your allies and yourself to breathe underwater for an extended period of time.

Daily ♦ Arcane

Minor Action **Close** burst 5

Targets: You and each ally in burst

Effect: The targets gain the ability to breathe and speak underwater normally for 3 hours.

Breath of the Merfolk Wizard Utility 16

You enable your allies and yourself to breathe underwater for an extended period of time.

Daily ♦ Arcane

Minor Action **Close** burst 5

Targets: You and each ally in burst

Effect: The targets gain the ability to breathe and speak underwater normally for 6 hours.

Breath of the Depths Wizard Utility 22

You enable your allies and yourself to breathe underwater for an extended period of time.

Daily ♦ Arcane

Minor Action **Close** burst 5

Targets: You and each ally in burst

Effect: The targets gain the ability to breathe and speak underwater normally for 12 hours.

As per the *Dungeon Master's Guide*, a character that goes without air for 3 minutes must make Endurance checks. If the checks result in fails, the character loses a healing surge. If no healing surges are left, the character is considered to be drowning and takes damage equal to his level each round that he is drowning.

It is also possible to create items that could assist in underwater breathing. A character might try to create a canister with a tube that would allow limited breathing while submerged. Ultimately, the creation of any mechanical means to breathe underwater by characters is left up to the discretion of the Dungeon Master.

Vision:

Being the primary means by which a character judges their surroundings, vision is crucial. Under the surface of the water, however, a character's vision is affected.

The degree at which a character's vision is affected depends on the relative clarity of the water, the time of day, and the type of vision a character normally has outside of the depths.

The table below shows the average number of squares a character with normal vision can see under various conditions.

NOTE: For a character with low-light vision, double the numbers below. If the character has darkvision, triple the numbers below.

Conditions	Vision
Clear Water - Daylight	30
Clear Water - Cloudy	20
Clear Water - Dusk / Dawn	15
Clear Water - Moonlit Night	10
Clear Water - Moonless Night	5
Turbid Water - Daylight	20
Turbid Water - Cloudy	15
Turbid Water - Dusk / Dawn	10
Turbid Water - Moonlit Night	5
Turbid Water - Moonless Night	2
Murky Water - Daylight	10
Murky Water - Cloudy	8
Murky Water - Dusk / Dawn	6
Murky Water - Moonlit Night	3
Murky Water - Moonless Night	1

Clear Water:

Water that has no algae or debris floating in it to impair vision. Most sources of clear water are in lakes, ponds, and rivers.

Turbid Water:

Water with moderate amounts of algae and debris floating in it that impairs vision. Turbid water can be found primarily in the sea and other large bodies of water.

Murky Water:

Water that is thick with algae or debris floating in it that impairs vision. Murky water can be

found in the sea after a bad storm, or in stagnant bodies of fresh water, such as small ponds.

Temperature:

Once a character reaches a certain depth in the sea or an ocean, the temperature starts dropping off drastically. After about 300 feet in depth, a character must find a way to protect themselves from the cold. At this depth, a character will be taking 5 ongoing cold damage if unprotected. At 400 feet of depth, the ongoing damage is raised to 10. At 500 feet of depth, the character will be taking ongoing 20 damage.

Speaking and Hearing:

Normally, unless magical means are taken to allow the character to do so, speaking is not possible while underwater. The action of speaking, aside from the taking away of precious air, most often comes out in garbled bubbling sounds that are indistinguishable underwater.

The Wizard spells presented earlier in this book offer the ability to speak normally while a character is underwater.

Hearing underwater is a difficult venture. Although sounds travel much faster in water than they do in the air, the pressure of the water and various sounds that come from the sea often make hearing difficult.

Surface creatures that are underwater can hear just as well as on the surface, but there is no real way to determine from what direction the sounds come from.

Perception checks to hear subtle sounds while underwater are made with a +10 penalty to the DC set by the Dungeon Master.

Non-Verbal Communication:

It is possible that characters can set up a means of sign-language or some other form of non-verbal communication to compensate for the lack of speaking or proper hearing conditions. It

is up to the DM whether or not this is allowed, or if any skill checks would be required for proper non-verbal communications.

Underwater Movement:

There are several ways a character can make their way around while underwater. The most common, of course, is swimming. As stated in the Player's Handbook, a character has a swim speed that is equal to half their regular speed. However, the depth at which the character is swimming determines how their speed is affected. The pressure of water at various depths on a character's speed can become a hazard in and of itself.

The table below shows the effects of depth on a character's speed.

Depth (In Feet)	Speed Penalty
-300	1/2
301-400	1/3
401-500	1/4
501+	1

At 300 feet of depth or less, the character's speed is half of their normal speed. A character with a speed of 6 can only move at a speed of 3.

At 301 - 400 feet of depth, the character's speed is reduced to one-third their normal rate. That means that a character with a speed of 6 can only move at a speed of 2.

At 401 - 500 feet of depth, the character's speed is reduced to one-quarter their normal rate. That means a character with a speed of 6 can only move at a speed of 1 (rounded down).

At 500 feet of depth or deeper, a character can only move at a speed of one, unless they have magical or other means of negating this speed penalty.

A character not assisted by magical or other means cannot normally go below 600 feet in depth due to pressure from the water. If a character should go below 600 feet of depth unassisted, they begin taking damage at a rate of 5 per round. At 700 feet, the damage per round

rises to 10. At 800 feet, the damage rises to 20 per round. This pattern continues indefinitely as the character goes deeper.

Sinking and Rising:

If a character chooses to swim downward, they move at their swim-rate of speed. However, if they are unwillingly sinking, they descend at a rate of 2 squares per round, plus one square for every 100 pounds of additional weight the character is carrying.

For Example:

A character is choosing to swim deeper. His normal speed is 6, so his swim-speed is 3. He can move 3 squares deeper each round.

Another Example:

A character is taken captive by pirates. The pirates tie 200 pounds of weight to the character and throw him overboard. His normal sink-rate would be 2 squares per round, but the additional weight forces the character down faster at a rate of 4 squares per round.

When a character chooses to swim upward, they move at their normal swim-rate. However, if the character is unconscious, they will surface. This surface rate is typically 2 squares per round. Weight also plays a part in surfacing. If the character is encumbered, they do not surface. If the weight is 100 pounds or more over encumbered weight, the character will sink further until they hit the bottom or the weight is removed.

Walking:

While in lakes, ponds, bays, or other bodies of water that are not deep enough to impose penalties (500 feet deep or less), a character can walk across the surface of the bottom at a rate of 2 squares per round. If the character is encumbered, the rate of walking speed is only 1 square per round. If the character is weighted by 100 pounds or greater above their encumbered rate, they cannot walk while submerged.

UNDERWATER COMBAT

Underwater combat, for surface-dwelling creatures, can be extremely difficult. If the character engaged in underwater combat is not assisted by magical or other means, they suffer a -4 penalty to all initiative rolls and a -2 penalty to all attack rolls.

Melee Weapons:

Due to the density of water and the pressure imposed on the character, only weapons that fall under the light blade and spear groups can be effectively used underwater. All other melee weapons are used underwater as though they are wielded by characters that are not proficient with them.

For Example:

A character that is proficient in maces and light blades is engaged in underwater combat. After resolving initiative at a -4 penalty, the character attacks with his rapier light blade. He is allowed to apply his +3 proficiency bonus, but still suffers a -2 penalty to his attack roll due to being under water. If he had chosen to attack with his mace, he would not have been able to apply his +2 proficiency bonus.

Ranged Weapons:

Ranged weapons are all but useless in underwater combat. Bows cannot fire arrows, crossbows cannot properly fire bolts, and slings cannot propel rounds. Thrown weapons such as shurikens are useless. Even melee weapons that can be thrown are useless under water. Daggers can be used to cut, but cannot be thrown.

The Exception to This Rule:

Tridents are thrown weapons made especially for underwater use and, as such, can be used normally.

Spells:

It should go without saying that fire-based spells do not function underwater, unless it is cast within an area where there is no water (such as inside an Apparatus of Kwalish).

Spellbooks, likewise, are in danger while the character is underwater. Spellbooks are the bread and butter of most spell-casters, and the thought of ruination of the book underwater is usually enough to keep wizards wary of taking their Spellbooks underwater with them without protecting them from the water.

Magic Items:

Magical items that produce fire effects are rendered useless while they are underwater.

Items that produce effects such as smoke or fog are also rendered useless while submerged.

Potions cannot be properly used underwater unless the user is in an area where the water cannot dilute the potion.

Items such as dusts, powders, chinks, and oils are unusable while under water.

Items that make the user fly or levitate do not function while under water.

Musical instruments do not function underwater.

Candles, incense and ointments do not function while under water.

Scrolls and magical books do not function while under water, and will be destroyed if they come into direct contact with the water.

Magical bags, boxes, jars, and containers are unharmed as long as they are left unopened while the owner is under water. If they are opened, they will fill with water.

UNDERWATER ENCOUNTERS

Eel, Electric	Level 5 Lurker
Large natural beast (aquatic)	XP 200
Initiative +7 Senses Perception +4; darkvision	
HP 42; Bloodied 21	
AC 19; Fortitude 17, Reflex 18, Will 16	
Immune lightning	
Speed swim 7	
⚡ Needling Bite (standard; at-will) ⚡ Lightning	
+10 vs. AC; 1d6 + 4 lightning damage, and ongoing 5 lightning damage (save ends).	
⚡ Electrify (standard; at-will) ⚡ Lightning	
+8 vs. Reflex; 2d6 + 3 lightning damage	
⚡ Shocking Constraint (standard; recharge ☹️, ☹️)	
⚡ Lightning	
+10 vs. Reflex; 1d10 + 4 lightning damage, and ongoing 5 lightning damage (save ends), and target is grabbed. <i>Aftereffect:</i> Ongoing 5 lightning damage (save ends).	
Alignment Unaligned Languages None	
Str 12 (+3) Dex 18 (+6) Wis 9 (+1)	
Con 16 (+5) Int 9 (+1) Cha 8 (+1)	

ELECTRIC EEL

Electric eels are long, thin, fish-like creatures with needle-sharp teeth. They move almost serpentine-like through the water. This large species of electric eel is quite cunning, and will stalk prey for extended periods of time before showing itself and attacking.

ELECTRIC EEL TACTICS

Electric eels like to single out slower swimmers, or swimmers that have isolated themselves from a group. An electric eel will attempt to use its Shocking Constraint as quickly as possible, and then follow up with its Electrify and Needling Bite.

ELECTRIC EEL LORE

Nature DC 8: Electric eels are carnivores that prowl the depths of oceans and seas for prey. They have the ability to electrocute their prey.



Silt Stalker	Level 6 Lurker
Large natural beast (aquatic)	XP 250
Initiative +10 Senses Perception +6; darkvision; tremorsense	
HP 50; Bloodied 25	
AC 20; Fortitude 18, Reflex 19, Will 17	
Speed swim 7	
⚡ Bite (standard; at-will)	
+11 vs. AC; 1d10 + 4 damage	
⚡ Enveloping Wrap (standard; encounter)	
+9 vs. Reflex; 1d6 + 4 damage, and ongoing 5 damage (save ends), and target is grabbed.	
Alignment Unaligned Languages None	
Str 17 (+6) Dex 18 (+7) Wis 16 (+6)	
Con 16 (+6) Int 10 (+3) Cha 9 (+2)	

SILT STALKER

Silt stalkers look very much like large mantarays. They like to settle under a thin layer of silt and sand on the ocean floor and lay in wait for any prey to venture close.

SILT STALKER TACTICS

Silt stalkers like to lay in wait, flattened out on the ocean floor, waiting for unassuming prey to either walk on or swim over them, then they wrap the prey and begin attacking.

SILT STALKER LORE

Nature DC 10: Silt stalkers are flat, manta-ray looking creatures that lay in wait for prey to get over them, and then wrap them up before attempting to devour them.



Taramalla	Level 10 Elite Brute
Huge natural beast (aquatic)	XP 1,000
Initiative +12	Senses Perception +6; darkvision
HP 240; Bloodied 120	
AC 22; Fortitude 24, Reflex 24, Will 22	
Saving Throws +2	
Speed swim 7	
Action Points 1	
⚔ Crushing Bite (standard; at-will)	
+13 vs. AC; 2d6 + 5 damage, and ongoing 5 damage (save ends).	
⚔ Tail Slap (standard; at-will)	
+11 vs. Reflex; 1d8 + 5 damage	
⚔ Frenzied Bite (standard; encounter)	
The taramalla makes a Crushing Bite attack. If the attack is successful, the taramalla makes a second Crushing Bite attack against the same target or any adjacent target. If the second attack is successful, the taramalla makes a third Crushing Bite attack against any adjacent target.	
Alignment Unaligned	Languages None
Str 19 (+9) Dex 14 (+7) Wis 12 (+6)	
Con 18 (+9) Int 11 (+5) Cha 10 (+5)	

TARAMALLA

Taramalla are a very large species of aggressive fish. They are known to prowl some of the deepest parts of the ocean, often along trenches

and in underwater caverns. They will attack and eat anything of large size or smaller.

TARAMALLA TACTICS

Taramalla are aggressive hunters, pursuing prey as long as possible, hounding it until it escapes, becomes exhausted, or is caught. A taramalla will attempt to use its frenzied bite if it should find itself surrounded by possible dangerous prey. It relies on its tail slap ability as a minor distraction while it gets into position to bite. Intelligent and deadly, taramalla are true hazards of the deep.

TARAMALLA LORE

Nature DC 10: Taramalla are a very large species of natural fish that live deep in large oceans and seas. They are said to be extremely aggressive and dangerous.

Nature DC 15: Taramalla can go into a frenzied state, threatening all creatures who dare venture near it. Taramalla are said to be very intelligent, and will utilize that intellect while in combat.

